



ALABAMA DEPARTMENT OF TRANSPORTATION

Bureau of County Transportation

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Bob Riley
Governor

Joe McInnes
Transportation Director

August 1, 2008

MEMORANDUM 2007-15

To: County Engineers

Cc: Division County Transportation Engineers

From: 
D.E. (Ed) Phillips, Jr., State County Transportation Engineer

Reference: High Risk Rural Roads Program (HRRRP)
Project Application Procedures
FY 2008-2009

Please find attached the HRRRP Project Selection Procedures for the upcoming FY 2008-2009. While I believe the Procedures are self-explanatory, find below a summary of the salient points of this years program.

1. Projects must have experienced 2 or more crashes involving a Class "A" injury and/or a fatality within the last three years, **AND** a crash rate equal to or greater than the statewide crash rate for 2 lane rural roadways for this same period.
2. The statewide crash rate for 2 lane rural roadways is 0.71 per million vehicle miles.
3. Project roadways **MUST** be functionally classified as a rural major collector, rural minor collector or rural local road.
4. Project applications will be accepted beginning August 1, 2008.
5. Project applications **MUST** be received by the Division County Transportation Engineer on or before November 1, 2008.
6. Project applications approved for funding will be identified prior to February 1, 2009.
7. A "soft" maximum of \$100,000.00 in Federal Aid will be allocated to each project selected for funding.

8. Once a project application has been selected for funding, neither the scope of work, limits of work, nor amount of funding can be changed.
9. Final plans for approved project applications must be received by the Division County Transportation Engineer on or before July 1, 2009.

Please review the attached detailed procedures for more detailed information. If you should have any questions or comments concerning this matter, please feel free to contact Brad Lindsey at (334) 242-6728.

DEP/dep
Attachment

Pc: Mr. Joe McInnes, Transportation Director
Mr. D.W. Vaughn, Chief Engineer/Deputy Director
Mr. Don Arkle, Assistant Chief Engineer, Policy & Planning
Ms. Linda Guin, FHWA
Mr. Wes Elrod, Assistant Transportation Planning & Modal Programs Bureau Chief
Mr. Buddy Sharpless, ACCA
File

High Risk Rural Roads Program Project Application Procedures

Crash history data will be compiled by the Alabama Department of Transportation and furnished to each county prior to August 1, 2008 (If you haven't received data contact Mr. Brad Lindsey at lindseyb@dot.state.al.us or by calling (334) 242-6728).

Project applications for this funding year will be accepted by the ALDOT Division County Transportation Engineer beginning anytime after August 1st.

No project applications stamped in by the ALDOT Division County Transportation Engineer after November 1, 2008, will be considered and will be returned to the applicant.

Each ALDOT Division County Transportation Engineer is to review applications within their Division to ensure they meet eligibility requirements before forwarding to the ALDOT County Transportation Bureau.

The HRRRP Project Selection Committee will consist of a representative from the ALDOT Transportation Planning & Modal Programs Bureau, the ALDOT County Transportation Bureau, and the Alabama Division of the FHWA.

The HRRRP Project Selection Committee will review project applications to confirm that the project meets the eligibility requirements. Any applications not meeting the eligibility requirements will be returned. Any application containing incomplete information will be returned. If additional information or clarification is found to be necessary by the HRRRP Selection Committee the applicant will be notified.

The HRRRP Selection Committee will select projects to receive funding by February 1, 2009 for fiscal year 2008-2009.

A "soft" maximum of \$100,000.00 in Federal-Aid per selected project (more than one project per county may be submitted) will be allowed. Since the HRRRP funding is a 90% Federal/10% Local split, \$100,000.00 in Federal-Aid would require a local match of \$11,110.00 provided by the county, resulting in a total

project cost of \$111,110.00. Any costs in excess of the 90% Federal-Aid portion would be the responsibility of the county. Under unusual circumstances, where a significant benefit-cost can be demonstrated for any particular project submitted, Federal-Aid funds in excess of \$100,000.00 may be considered.

All applicants will be notified concerning the status of their applications as soon as practical following project selection for funding. Those applicants whose application was selected for funding will be advised to proceed with plan preparation.

After an application is approved, neither the scope of work, limits of work, or funding may be changed.

Final plans for approved projects must be stamped in by the ALDOT Division County Transportation Engineer by July 1, 2009. Any project failing to meet this deadline will not be considered and returned to the applicant. Projects in this category may be submitted for consideration the following fiscal year providing they meet eligibility requirements.

Any Federal Aid funds remaining after selection of approved HRRRP projects will be rolled into the following year's allocation pool.

The HRRRP Selection Committee reserves the right to modify the eligibility requirements prior to any new fiscal year. The counties will be notified of any modification prior to the date the counties receive the crash history data for the next fiscal year.

High Risk Rural Roads Program Project Selection Criteria

A. Eligibility requirements

- 1a. For roadway projects, the entire length of the Segment for the project area must have experienced:
 - 2 or more crashes involving a Class "A" Injury and/or Fatality within the last 3 years recorded data.

- A crash rate equal to or greater than the statewide crash rate for 2 lane rural roadways during this same three year recording period.
- 1b. For intersection projects, the Node (for the project area) must have experienced:
 - 2 or more crashes involving a Class "A" Injury and/or Fatality within the last 3 years recorded data.
 - A crash rate equal to or greater than the statewide crash rate for 2 lane rural roadways during this same three year recording period.
- 2. Projects with a higher total number of Class "A" Injuries and Fatalities shall generally be ranked above those projects with lower totals. Projects with a higher crash rate shall generally be ranked above those projects with lower crash rates. Preference will be given to projects with a higher number of Fatalities over those with high Class "A" Injuries.
- 3. Project roadway must be functionally classified as a rural major collector, rural minor collector or rural local road.
- 4. The Selection Committee shall also consider project costs when comparing projects with similar numbers of Fatalities and Class "A" Injuries and/or crash rates.
- B. Any county with a candidate project location meeting the eligibility criteria may apply for HRRRP funding each fiscal year.
- C. Each project application must include at a minimum:
 1. Transmittal letter describing:
 - Project location
 - Proposed project improvements
 - How project is expected to reduce crashes
 2. Detailed location map showing project limits and total project length.

3. Link/Node map covering project location.
4. Functional classification map covering project location.
5. Photos of proposed project location
6. Most recent three calendar years crash data (provided by the Alabama Department of Transportation or as generated by CARE).
7. Traffic counts including method of collection.
8. Project crash rate calculation.

NOTE: A Segment is defined as the length of roadway between and connecting two adjacent Nodes.

- a. When calculating crash rates for roadway projects, the entire length of the Segment (of which the project area is a part) must be used. The crash data is based on the entire length of the Segment; and therefore, the entire length of the Segment must be used in the calculations. This will minimize the possibility of manipulating the project crash rates for short project lengths that skew the vehicle miles traveled used in the calculation.

The actual project limits may cover an area less than the entire Segment. However, the proposed improvements should address the locations and the conditions contributing to the high rate of Fatalities and Class "A" Injuries.

The project crash rate is to be calculated utilizing the combined number of crashes involving Fatalities and/or Class "A" Injuries contained in the crash data, the AADT for the Segment, and the Segment length.

EXAMPLE:

$$\text{Crash Rate} = [(\text{Number})/(\text{AADT})(\text{Length in miles})(3 \text{ yr})(365 \text{ days})](1,000,000)$$

(Where AADT = Average Annual Daily Traffic)

The crash rate should be expressed as number of crashes per million vehicle miles.

- b. When calculating crash rates for intersection projects, the project crash rate is to be calculated utilizing the combined number of crashes involving Fatalities and/or Class "A" Injuries contained in the crash data and the AADT for the Node.

EXAMPLE:

$$\text{Crash Rate} = [(\text{Number})/(\text{AADT})(3 \text{ yr})(365 \text{ days})](1,000,000)$$

(Where AADT = Average Annual Daily Traffic)

The crash rate should be expressed as number of crashes per million vehicles.

9. A detailed project cost estimate including all pay items, quantities and estimated unit costs is required.

APPENDIX
APPLICATION FORM

(Submit separate application form for each location)

Date

Name

Division County Transportation Engineer
Alabama Department of Transportation

Address

Re: HRRRP Project Application

Project

County

Dear *Name*;

Please find below our application for High Risk Rural Roads Program funding for the current fiscal year. This application meets the eligibility requirements as specified in the latest edition of the HRRRP Procedures and Project Selection Criteria.

The Project location is **INSERT TEXT**.

The Proposed project improvements include **INSERT TEXT**.

The project is expected to reduce crashes by **INSERT TEXT**.

Please feel free to contact this office should you have any questions or comments concerning this request.

COMBINED NUMBER OF
CLASS "A" INJURIES
AND FATALITIES:

INSERT TEXT

NUMBER OF CRASHES WITH
CLASS "A" INJURIES
OR FATALITIES EQUAL TO
OR GREATER THAN OR "2"?

YES

NO

DETAILED LOCATION MAP SHOWING
PROJECT LIMITS AND TOTAL PROJECT
LENGTH ATTACHED:

YES

NO

LINK/NODE MAP COVERING
PROJECT LOCATION ATTACHED:

YES

NO

FUNCTIONAL CLASSIFICATION

MAP COVERING PROJECT

LOCATION ATTACHED: YES NO

PHOTOS OF PROPOSED PROJECT

LOCATION ATTACHED: YES NO

MOST RECENT THREE CALENDAR YEARS

CRASH HISTORY DATA ATTACHED: YES NO

TRAFFIC COUNTS INCLUDING METHOD

OF COLLECTION ATTACHED: YES NO

PROJECT LOCATION CRASH RATE

CALCULATION ATTACHED: YES NO

DETAILED PROJECT COST ESTIMATE

INCLUDING PAY ITEMS, QUANTITIES

AND ESTIMATED UNIT COSTS ATTACHED: YES NO

SUBMITTED: _____ DATE: _____
COUNTY ENGINEER

RECOMMENDED: _____ DATE: _____
Division County
Transportation Engineer

APPROVED: _____ DATE: _____
D.E. (Ed) Phillips, Jr., P.E.
State County Transportation Engineer

CONCURRENCE _____ DATE: _____
Linda Law Guin, P.E.
Safety & Technology Engineer,
FHWA, Alabama Division